



**US Army Corps
of Engineers.**
Philadelphia District

Wanamaker Building
100 Penn Square East
Philadelphia, PA 19107-3390
ATTN: CENAP-OP-R

Public Notice

Public Notice No.
CENAP-OP-R-200300700-11

Date
AUG 02 2006

Application No.

File No.

In Reply Refer to:
REGULATORY BRANCH

This District has received an application for a Department of the Army permit pursuant to Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403) and Section 404 of the Clean Water Act (33 U.S.C. 1344).

The purpose of this notice is to solicit comments and recommendations from the public concerning issuance of a Department of the Army permit for the work described below.

APPLICANT: Delaware Department of Transportation

AGENT: Rummel, Klepper and Kahl
81 Mosher Street
Baltimore, Maryland 21217

WATERWAY: Christina River

LOCATION: Interstate 95 between State Route 1 Interchange and Interstate 495, New Castle County, Delaware.

ACTIVITY: The applicant's plans provide for the discharge of fill material into federally regulated waters of the United States, including wetlands, to facilitate the widening of the Interstate 95 (I-95) mainline. The I-95 mainline widening will add one additional travel lane and new shoulders in both the northbound and southbound directions between the State Route 1 (SR 1) and State Route 141 (SR 141) Interchanges, spanning a distance of 2.1 miles. The additional travel lane and new shoulder will be extended along I-95 northbound through the Route 141 bridge crossings and the I-95/I-295 split to the I-95/I-495 Interchange, spanning an additional 2.1 miles. Additional new shoulders will also be added to portions of I-295 northbound, two bridges will be widened and approximately 11,300 linear feet of sheet pile retaining walls will be installed.

The applicant's plans further provide for modifications to the I-95/SR 1 Interchange to provide high speed directional ramps (7000 and 6000 linear feet respectively) to separate freeway to freeway movements from local movements. Additional modifications to the SR 1 Interchange include realignment of northbound State Route 7 (SR 7) and improved access to and from the Christiana Mall including modifications of the Mall Ring Road, resulting in the construction of six new bridges, one bridge widening and the construction of approximately 10,000 linear feet of sheet pile

retaining walls. According to the applicant, travel lane and ramp lane widths along the length of the entire project will range from 12 to 17 feet. Shoulder widths will range from 10 to 14 feet.

In addition, the applicant proposes to install numerous stormwater management facilities and reconstruct portions of I-95's drainage system.

According to the applicant, the proposed project will take four years to complete and will be constructed in two phases. Semi-final plans have been prepared for Phase One (I-95 Mainline Widening) of the project. The applicant has indicated that design activities have been advanced in those project areas that will impact waters of the U.S., including wetlands, in Phase Two (I-95/SR 1 Interchange) such that they can demonstrate that impacts to those areas have been minimized to the maximum extent practicable and no additional impacts to those areas will occur during final design. As final plans for Phase Two of the project become available, the applicant will recalculate the permanent and temporary impacts to waters of the U.S., including wetlands, that will occur to facilitate project construction and submit that information to the U.S. Army Corps of Engineers for review and approval, accompanied by final Phase Two project plans.

The above referenced activities will result in the permanent discharge of approximately 12,684 cubic yards of fill material into 2.09 acres of federally regulated waters of the United States (0.09 acres of forested wetlands, 0.09 acres of shrub/scrub wetlands, 0.59 acres of emergent wetlands, 0.02 acres of tidal waters, and 1.30 acres of intermittent streams contained within ditches).

The above referenced activities will result in the temporary disturbance of 0.48 acres of federally regulated waters of the U.S. (0.19 acres of forested wetlands, 0.11 acres of shrub/scrub wetlands, 0.13 acres of emergent wetlands, 0.04 acres of tidal waters and 0.01 acres of intermittent streams contained within ditches primarily as a result of access for and installation of temporary erosion and sediment control measures. According to the applicant, all temporary impact areas will be restored to their preconstruction contours and conditions following completion of associated construction activities.

According to the applicant, all material excavated as a result of project construction will either be used as project fill or disposed of at an upland, non-wetland site to be determined by the project contractor. Any necessary additional project fill will be obtained from a borrow area to be determined by the project contractor.

In order to compensate for the unavoidable loss of federally regulated waters of the U.S., including wetlands, as a result of project construction, the applicant proposes to create a tidally influenced, freshwater wetland complex consisting of 0.18 acres of forested wetlands, 0.18 acres of shrub/scrub wetlands, 0.59 acres of emergent wetlands and 0.02 acres of tidal open water from uplands at a 5.32 acre site immediately north of I-95 and east of the Christina River, New Castle County, Delaware known as the Cathcart Property. The applicant proposes to compensate for the loss of 1.29 acres (7005 linear feet) of federally regulated waters of the United States contained within drainage ditches by constructing similar features adjacent to the reconstructed portions of the project area.

PURPOSE: The applicant's stated purpose of the proposed project is "to create operational and capacity improvements to improve traffic operations and safety at the I-95/SR 1 Interchange and on the I-95 Mainline from the I-95/SR 1 Interchange to and including the I-495 Interchange".

A preliminary review of this application indicates that the proposed work would not affect listed species or their critical habitat pursuant to Section 7 of the Endangered Species Act as amended. As the evaluation of this application continues, additional information may become available which could modify this preliminary determination.

The decision whether to issue a permit will be based on an evaluation of the activity's probable impact including its cumulative impacts on the public interest. The decision will reflect the national concern for both protection and utilization of important resources. The benefits which reasonably may be expected to accrue from the work must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the work will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs and welfare of the people. A Department of the Army permit will be granted unless the District Engineer determines that it would be contrary to the public interest.

The Corps of Engineers is soliciting comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to ~~determine whether to issue, modify, condition or deny a permit~~ for this proposal. To make this decision, comments are used to

assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Comments on the proposed work should be submitted, in writing, within 30 days to the District Engineer, U.S. Army Corps of Engineers, Philadelphia District, Wanamaker Building, 100 Penn Square East, Philadelphia, Pennsylvania 19107-3390.

Review of the National Register of Historic Places indicates that no registered properties or properties listed as eligible for inclusion therein are located within the permit area of the work.

In accordance with Section 307(c) of the Coastal Zone Management Act of 1972, applicants for Federal Licenses or Permits to conduct an activity affecting land or water uses in a State's coastal zone must provide certification that the activity complies with the State's Coastal Zone Management Program. The applicant has stated that the proposed activity complies with and will be conducted in a manner that is consistent with the approved State Coastal Zone Management (CZM) Program. No permit will be issued until the State has concurred with the applicant's certification or has waived its right to do so. Comments concerning the impact of the proposed and/or existing activity on the State's coastal zone should be sent to this office, with a copy to the State's Office of Coastal Zone Management.

In accordance with Section 401 of the Clean Water Act, a Water Quality Certificate is necessary from the State government in which the work is located. Any comments concerning the work described above which relate to Water Quality considerations should be sent to this office with a copy to the State.

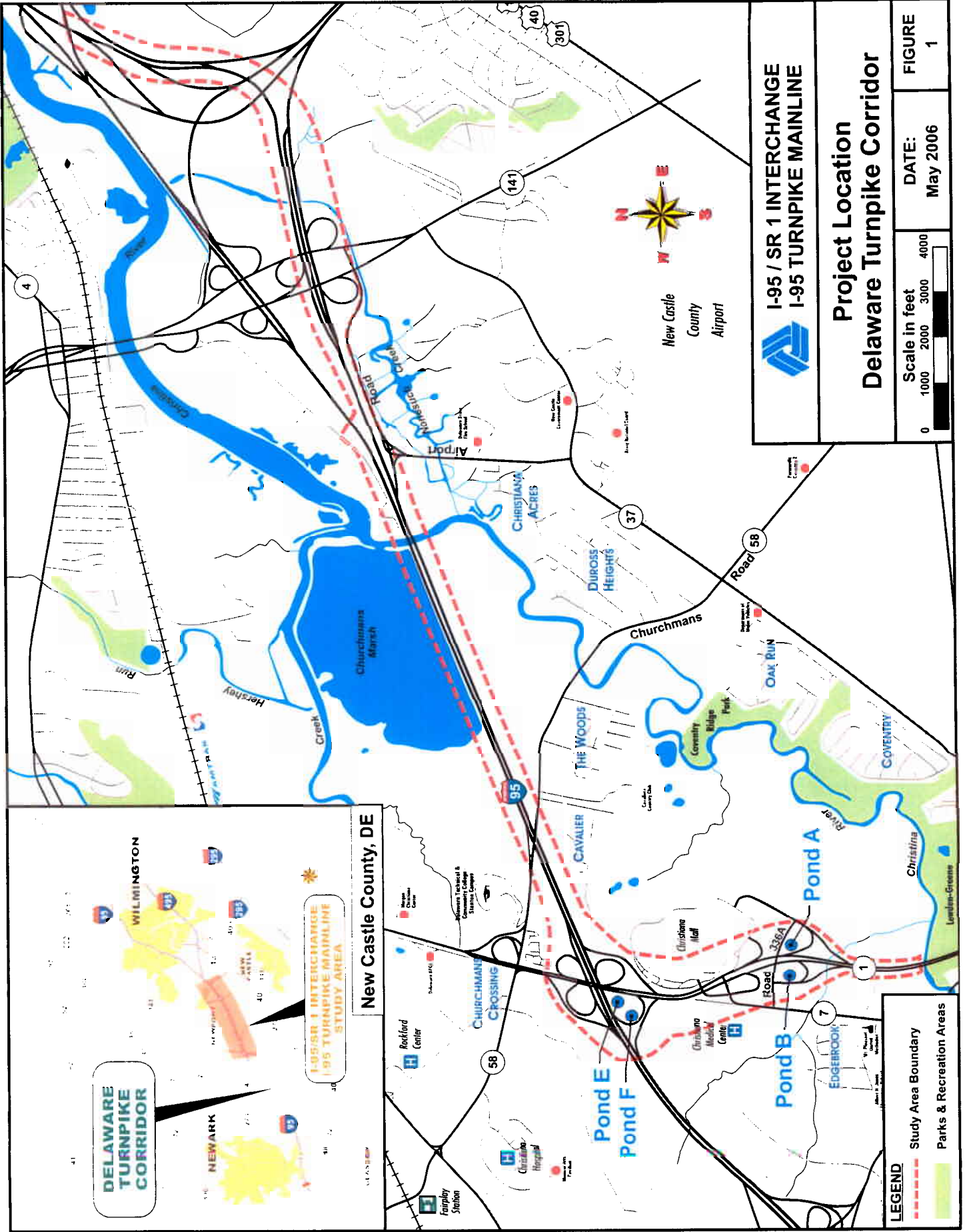
The evaluation of the impact of the work described above on the public interest will include application of the guidelines promulgated by the Administrator, U.S. Environmental Protection Agency, under authority of Section 404(b) of the Clean Water Act.

Any person may request, in writing, to the District Engineer, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for a public hearing shall state in writing, with particularity, the reasons for holding a public hearing.

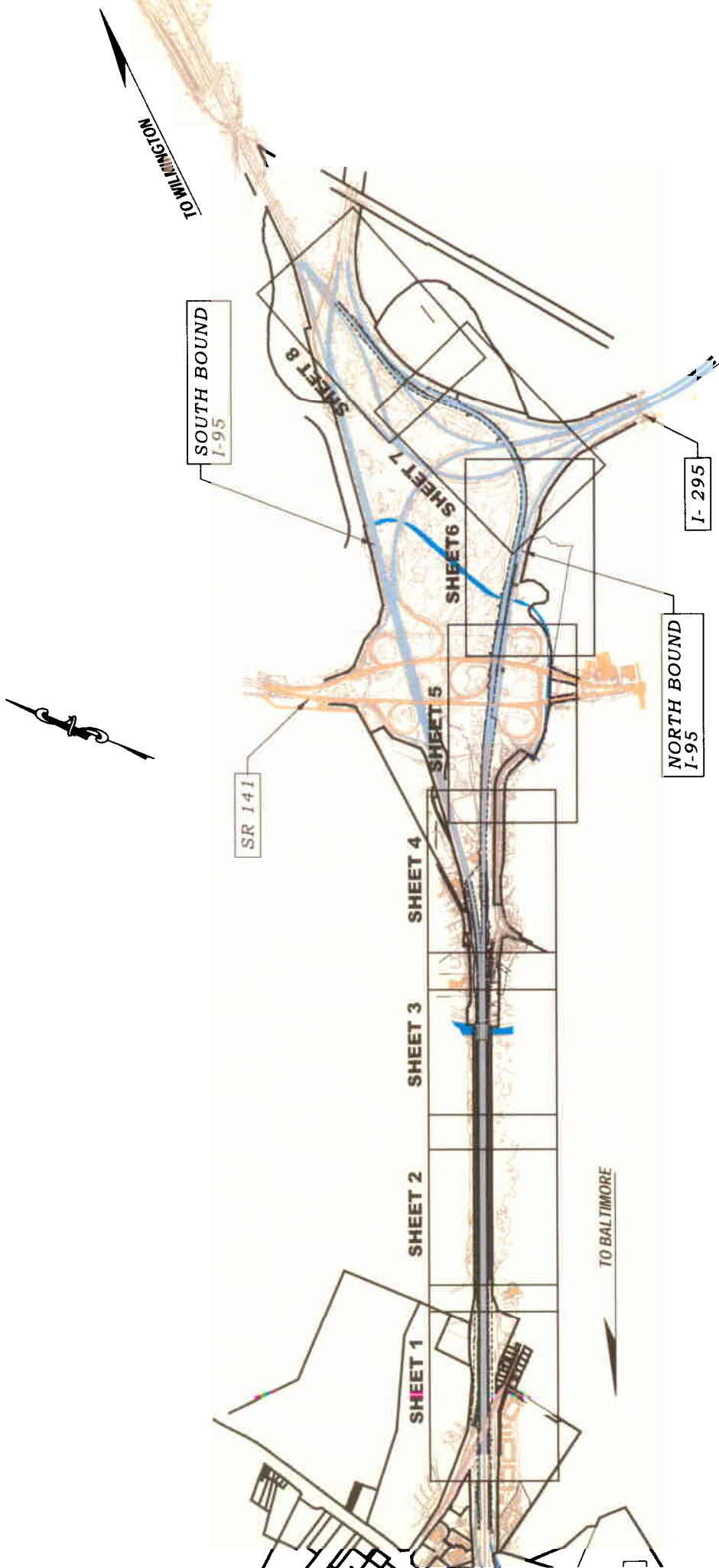
Additional information concerning this permit application may be obtained by calling Jacqueline Winkler at (215) 656-5833 between the hours of 1:00 and 3:30 p.m. or writing this office at the above address.



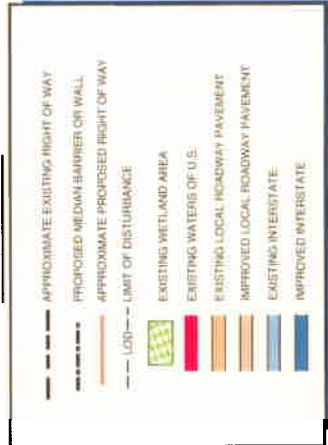
Frank J. Cianfrani
Chief, Regulatory Branch



E-1



PLAN LEGEND



Delaware Department of Transportation

I-95 / SR 141 INTERCHANGE / TURNPIKE MAINLINE PROJECT

I-95 / TURNPIKE MAINLINE INDEX SHEET

TURNPIKE MAINLINE INDEX SHEET

DATE: 05/01/06 MAY 2006

TO BALTIMORE

MATCHLINE SEE SR1 INTERCHANGE SHEET 5

SEE SR 1
INTERCHANGE
SHEETS

TURNPIKE MAINLINE
SHEETS

EXISTING AND
PROPOSED
CENTERLINE

EXISTING
28'
MEDIAN

APPROXIMATE EXISTING RIGHT OF WAY

APPROXIMATE EXISTING RIGHT OF WAY

CHURCHMAN'S ROAD

I-95 SBR
I-95 NBR

95

PLAN LEGEND



Delaware Department of Transportation
I-95 / SR1 INTERCHANGE / TURNPIKE MAINLINE PROJECT
I-95 / TURNPIKE MAINLINE
TURNPIKE MAINLINE SHEET 1

MAY 2006

MATCHLINE SEE
SHEET 3

MATCHLINE SEE
SHEET 1

EXISTING AND
PROPOSED
CENTERLINE

EXISTING
20'
MEDIAN

APPROXIMATE EXISTING RIGHT OF WAY

APPROXIMATE EXISTING RIGHT OF WAY

I-95 SBR

I-96 NBR

95

PLAN LEGEND

- APPROXIMATE EXISTING RIGHT OF WAY
- PROPOSED MEDIAN BARRIER ON WALL
- APPROXIMATE PROPOSED RIGHT OF WAY
- LOC - LIMIT OF DISTURBANCE
- EXISTING WETLAND AREA
- EXISTING WATERS OF U.S.
- EXISTING LOCAL ROADWAY PAVEMENT
- IMPROVED LOCAL ROADWAY PAVEMENT
- EXISTING INTERSTATE
- IMPROVED INTERSTATE

SCALE OF FEET
SCALE OF MILES

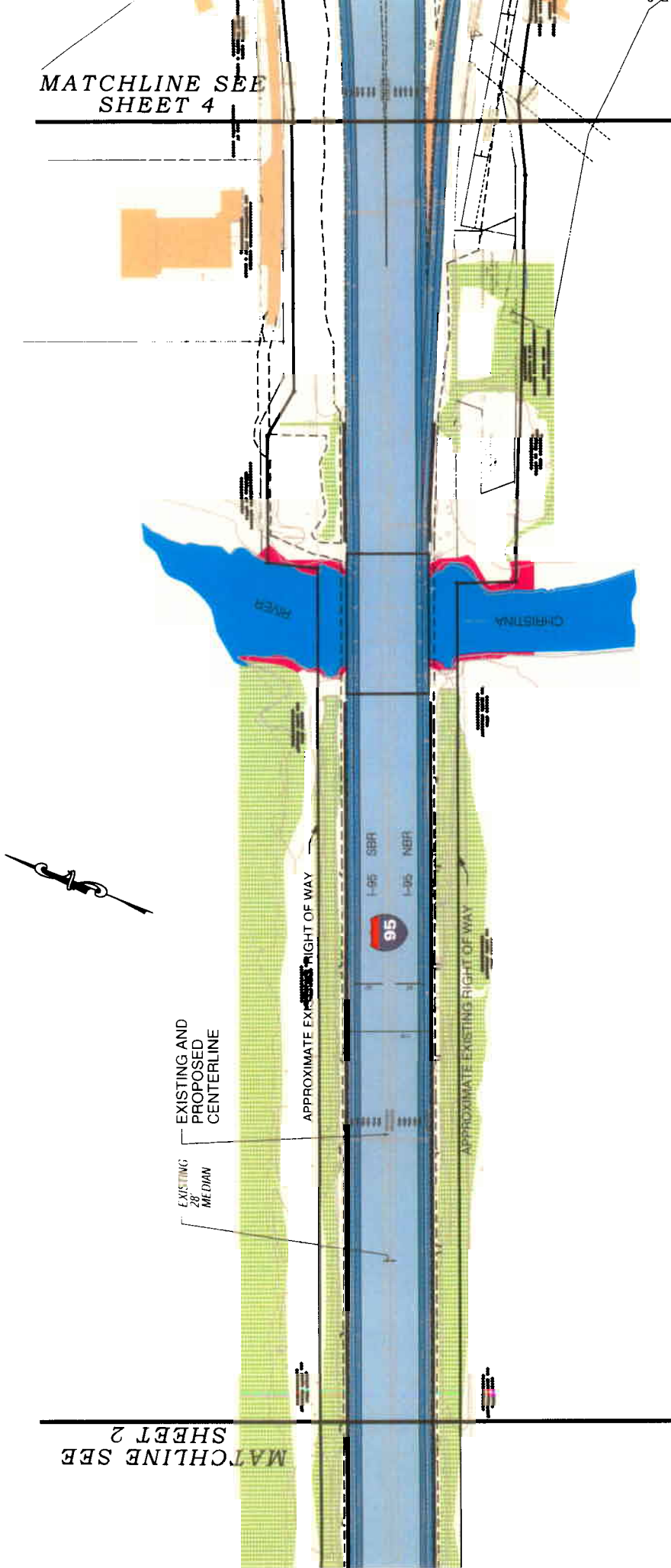
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Delaware Department of Transportation
I-95 / 801 INTERCHANGE / TURNPIKE
MAINLINE PROJECT
I-95 / TURNPIKE MAINLINE
TURNPIKE MAINLINE
SHEET 2

DATE: 05/01/2006 MAY 2006

MATCHLINE SEE
SHEET 4

MATCHLINE SEE
SHEET 2



PLAN LEGEND

- APPROXIMATE EXISTING RIGHT OF WAY
- PROPOSED MEDIAN BARRIER OR WALL
- APPROXIMATE PROPOSED RIGHT OF WAY
- LIMIT OF DISTURBANCE
- EXISTING WETLAND AREA
- EXISTING WATERS OF U.S.
- EXISTING LOCAL ROADWAY PAVEMENT
- IMPROVED LOCAL ROADWAY PAVEMENT
- EXISTING INTERSTATE
- IMPROVED INTERSTATE

Delaware Department of Transportation

**I-95 / 81 INTERCHANGE / TURNPIKE
MAINLINE PROJECT**

I-95 / TURNPIKE MAINLINE

TURNPIKE MAINLINE
SHEET 3

DATE: 05/01/2006 10:00 AM MAY 2006

E-5

MATCHLINE SEE
SHEET 3

MATCHLINE SEE
SHEET 5

TO WILMINGTON

APPROXIMATE EXISTING RIGHT OF WAY

APPROXIMATE EXISTING RIGHT OF WAY

PLAN LEGEND

- APPROXIMATE EXISTING RIGHT OF WAY
- PROPOSED MEDIAN BARRIER OR WALL
- APPROXIMATE PROPOSED RIGHT OF WAY
- LOD --- LIMIT OF DISTURBANCE
- EXISTING WETLAND AREA
- EXISTING WATERS OF U.S.
- EXISTING LOCAL ROADWAY PAVEMENT
- IMPROVED LOCAL ROADWAY PAVEMENT
- EXISTING INTERSTATE
- IMPROVED INTERSTATE



Delaware Department of Transportation

I-95 / 891 INTERCHANGE / TURNPIKE MAINLINE PROJECT

I-95 / TURNPIKE MAINLINE

TURNPIKE MAINLINE
SHEET 4

102201-01-0000-0000-0000 MAY 2006

E 6

MATCHLINE SEE
SHEET 6

TO WILMINGTON

MATCHLINE SEE
SHEET 4

VAY

PLAN LEGEND

	APPROXIMATE EXISTING RIGHT OF WAY
	PROPOSED MEDIAN BARRIER OR WALL
	APPROXIMATE PROPOSED RIGHT OF WAY
	LOD - LIMIT OF DISTURBANCE
	EXISTING WETLAND AREA
	EXISTING WATERS OF U.S.
	EXISTING LOCAL ROADWAY PAVEMENT
	IMPROVED LOCAL ROADWAY PAVEMENT
	EXISTING INTERSTATE
	IMPROVED INTERSTATE

SCALE OF FEET
SCALE OF MILES
0 100 0 10

Delaware Department of Transportation

**I-95 / 891 INTERCHANGE / TURNPIKE
MAINLINE PROJECT**

I-95 / TURNPIKE MAINLINE

TURNPIKE MAINLINE
SHEET 5

DATE: AUGUST 2006 MAY 2006

E-7

TO WILMINGTON

MATCHLINE SEE
SHEET 5

MATCHLINE SEE
SHEET 7

PLAN LEGEND

- APPROXIMATE EXISTING RIGHT OF WAY
- PROPOSED MEDIAN BARRIER OR WALL
- APPROXIMATE PROPOSED RIGHT OF WAY
- LOC - LIMIT OF DISTURBANCE
- EXISTING WETLAND AREA
- EXISTING WATERS OF U.S.
- EXISTING LOCAL ROADWAY PAVEMENT
- IMPROVED LOCAL ROADWAY PAVEMENT
- EXISTING INTERSTATE
- IMPROVED INTERSTATE

Delaware Department of Transportation
**I-95 / 891 INTERCHANGE / TURNPIKE
MAINLINE PROJECT**
I-95 / TURNPIKE MAINLINE
TURNPIKE MAINLINE
SHEET 6

DATE: 11/11/2008
MAY 2008

MATCHLINE SEE
SHEET 8

TO WILMINGTON

MATCHLINE SEE
SHEET 6

PLAN LEGEND

- APPROXIMATE EXISTING RIGHT OF WAY
- PROPOSED MEDIAN BARRIER OR WALL
- APPROXIMATE PROPOSED RIGHT OF WAY
- LIMIT OF DISTURBANCE
- EXISTING WETLAND AREA
- EXISTING WATERS OF U.S.
- EXISTING LOCAL ROADWAY PAVEMENT
- IMPROVED LOCAL ROADWAY PAVEMENT
- EXISTING INTERSTATE
- IMPROVED INTERSTATE



Delaware Department of Transportation

**I-95 / 891 INTERCHANGE / TURNPIKE
MAINLINE PROJECT**

**I-95 / TURNPIKE MAINLINE
SHEET 7**

TURNPIKE MAINLINE
SHEET 7

DATE: 05/04/2006 11:47 AM

MAY 2006

E-9

MATCHLINE SEE SHEET 7

TO WILMINGTON

LIMIT OF CONSTRUCTION

95

PLAN LEGEND

- APPROXIMATE EXISTING RIGHT OF WAY
- - - PROPOSED MEDIAN BARRIER OR WALL
- APPROXIMATE PROPOSED RIGHT OF WAY
- LIMIT OF DISTURBANCE
- EXISTING WETLAND AREA
- EXISTING WATERS OF U.S.
- EXISTING LOCAL ROADWAY PAVEMENT
- IMPROVED LOCAL ROADWAY PAVEMENT
- EXISTING INTERSTATE
- IMPROVED INTERSTATE

SCALE OF FEET
SCALE OF MILES
0 100 200

Delaware Department of Transportation

I-95 / 891 INTERCHANGE / TURNPIKE MAINLINE PROJECT

I-95 / TURNPIKE MAINLINE

TURNPIKE MAINLINE
SHEET 8

DATE: 12/11/06 BY: JAC

MAY 2006

E-10

PLAN LEGEND

- APPROXIMATE EXISTING RIGHT OF WAY
- - - PROPOSED MEDIAN BARRIER OR WALL
- - - APPROXIMATE PROPOSED RIGHT OF WAY
- [Green Hatched Box] EXISTING WETLAND AREA
- [Red Box] EXISTING WATERS OF U.S.
- [Orange Box] EXISTING LOCAL ROADWAY PAVEMENT
- [Blue Box] IMPROVED LOCAL ROADWAY PAVEMENT
- [Blue Box] EXISTING INTERSTATE
- [Blue Box] IMPROVED INTERSTATE
- [Cross-hatched Box] CULTURAL RESOURCES

SHEET 5

SHEET 4

SHEET 3

SHEET 2



Delaware Department of Transportation

**I-95 / SR1 INTERCHANGE / TURNPIKE
MAINLINE PROJECT**

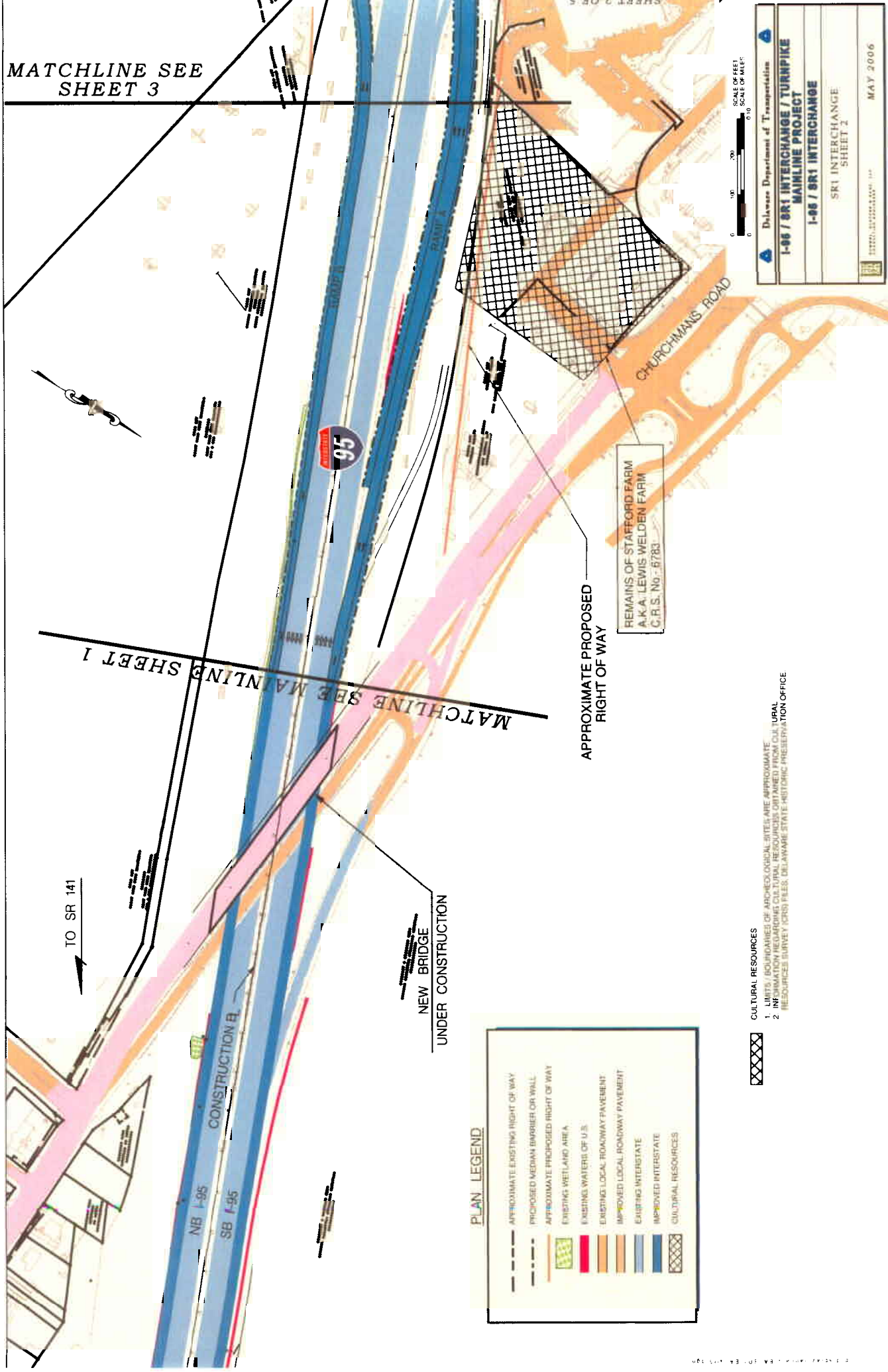
I-95 / SR1 INTERCHANGE

SR1 INTERCHANGE
INDEX SHEET

MAY 2006

E-11

MATCHLINE SEE SHEET 3



PLAN LEGEND

	APPROXIMATE EXISTING RIGHT OF WAY
	PROPOSED MEDIAN BARRIER OR WALL
	APPROXIMATE PROPOSED RIGHT OF WAY
	EXISTING WETLAND AREA
	EXISTING WATERS OF U.S.
	EXISTING LOCAL ROADWAY PAVEMENT
	IMPROVED LOCAL ROADWAY PAVEMENT
	EXISTING INTERSTATE
	IMPROVED INTERSTATE
	CULTURAL RESOURCES

CULTURAL RESOURCES

1. LIMITS / BOUNDARIES OF ARCHAEOLOGICAL SITES ARE APPROXIMATE.
2. INFORMATION REGARDING CULTURAL RESOURCES OBTAINED FROM CULTURAL RESOURCES SURVEY (CRS) FILES, DELAWARE STATE HISTORIC PRESERVATION OFFICE.

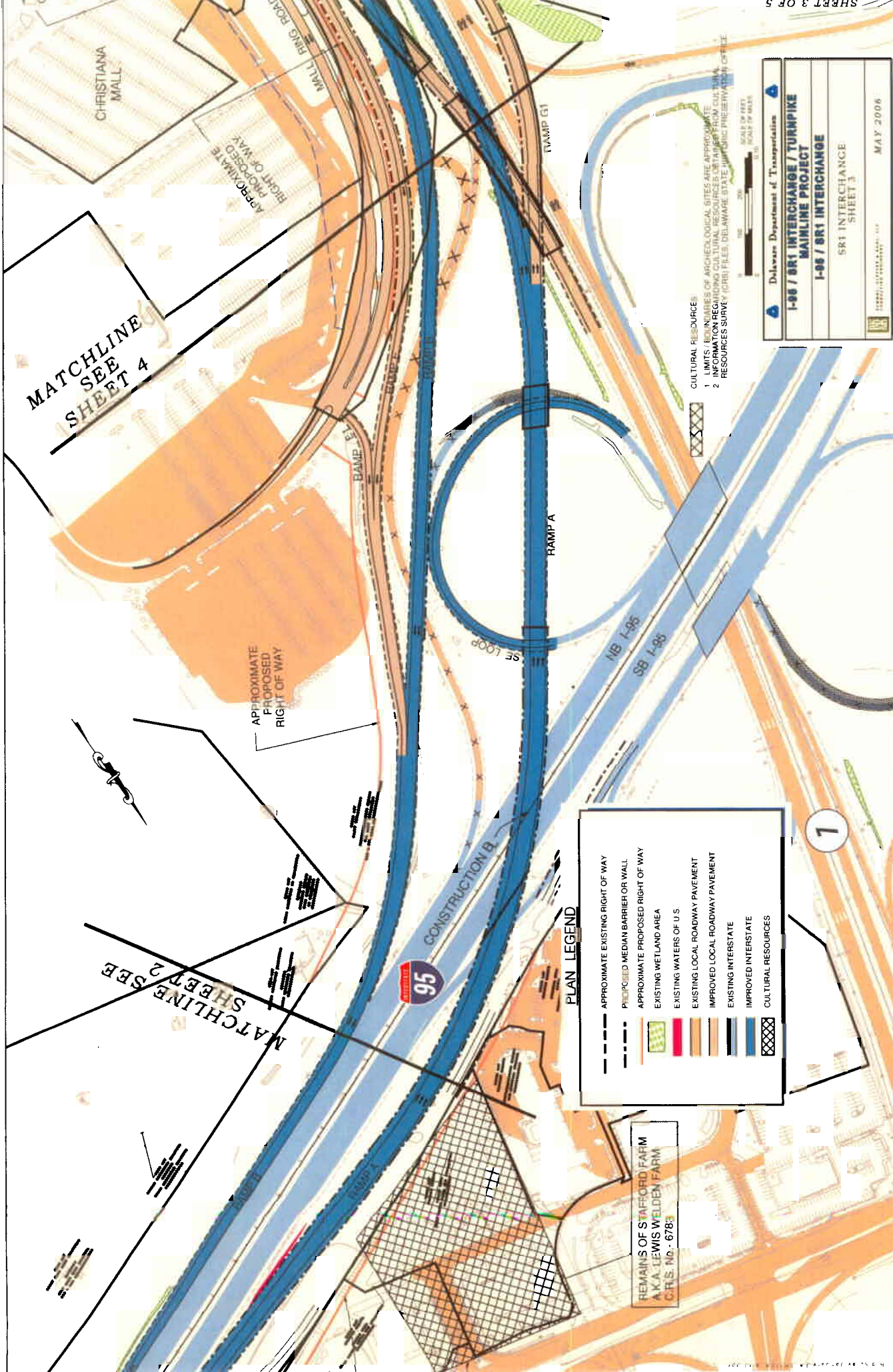
Delaware Department of Transportation

I-95 / SR 141 INTERCHANGE / TURNPIKE
MAINLINE PROJECT

I-95 / SR 141 INTERCHANGE

SHEET 2

MAY 2006



MATCHLINE
SEE
SHEET 4

MATCHLINE
SEE
SHEET 2

APPROXIMATE
PROPOSED
RIGHT OF WAY

RAMP A

RAMP B

CONSTRUCTION B

SE LOOP

NB I-95
SB I-95

REMAINS OF STAFFORD FARM
A.K.A. LEWIS WELDEN FARM
C.R.S. No. - 6783

PLAN LEGEND

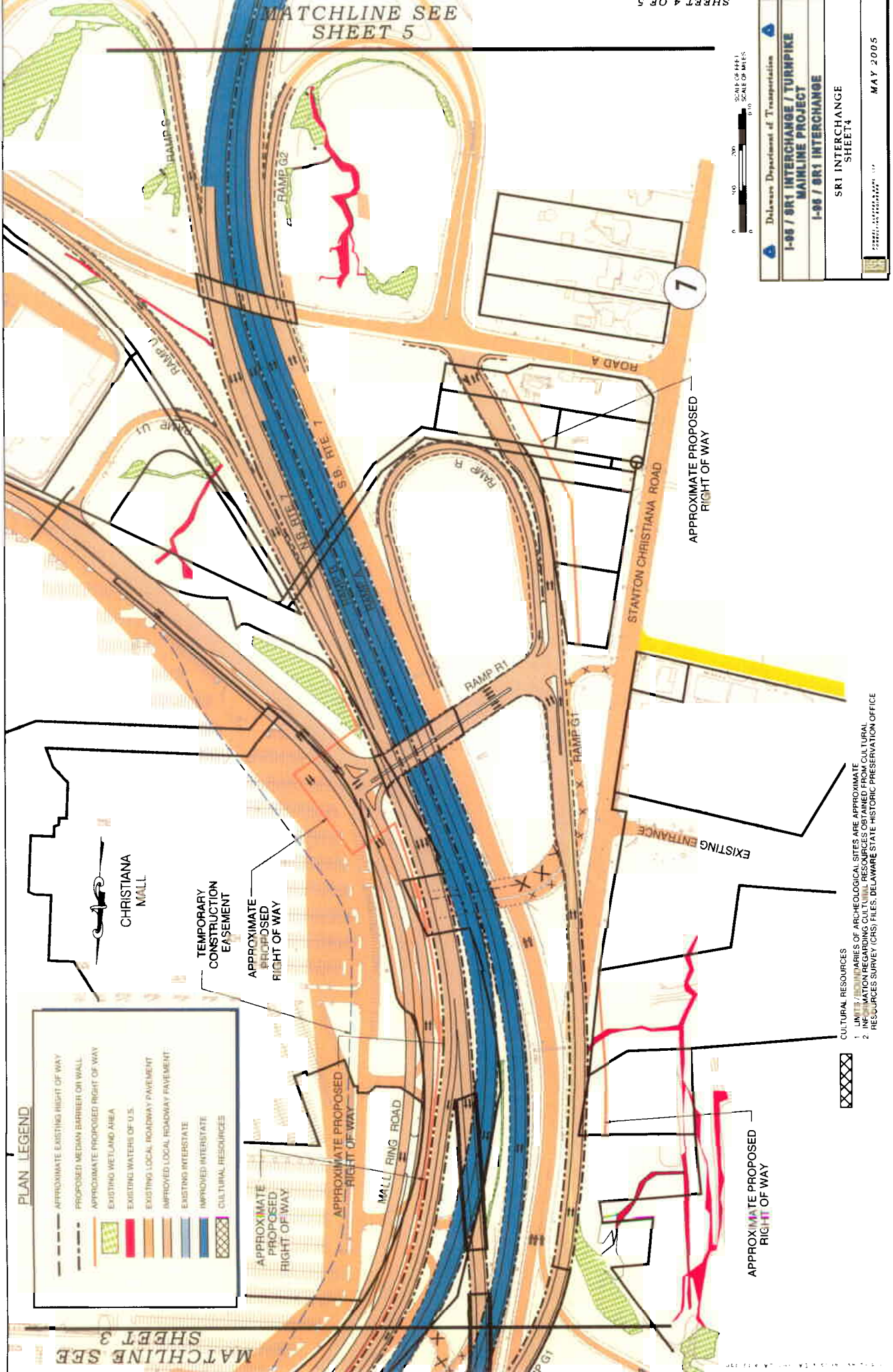
- APPROXIMATE EXISTING RIGHT OF WAY
- - - PROPOSED MEDIAN BARRIER OR WALL
- - - APPROXIMATE PROPOSED RIGHT OF WAY
- [Green Hatched Box] EXISTING WETLAND AREA
- [Blue Box] EXISTING WATERS OF U.S.
- [Orange Box] EXISTING LOCAL ROADWAY PAVEMENT
- [Light Blue Box] IMPROVED LOCAL ROADWAY PAVEMENT
- [Dark Blue Box] EXISTING INTERSTATE
- [Light Blue Box] IMPROVED INTERSTATE
- [Cross-hatched Box] CULTURAL RESOURCES

CULTURAL RESOURCES
1 LIMITS / BOUNDARIES OF ARCHEOLOGICAL SITES ARE APPROXIMATE
2 INFORMATION REGARDING CULTURAL RESOURCES OBTAINED FROM CULTURAL
RESOURCES SURVEY (CRS) FILES, DELAWARE STATE HISTORIC PRESERVATION OFFICE

SCALE OF FEET
0 100 200 300
SCALE OF MILES
0 1 2 3

Delaware Department of Transportation	
I-95 / SR1 INTERCHANGE / TURNPIKE MAINLINE PROJECT	
I-95 / SR1 INTERCHANGE	
SR1 INTERCHANGE SHEET 3	
	MAY 2006

E-13



PLAN LEGEND

- APPROXIMATE EXISTING RIGHT OF WAY
- - - PROPOSED MEDIAN BARRIER OR WALL
- - - APPROXIMATE PROPOSED RIGHT OF WAY
- EXISTING WETLAND AREA
- EXISTING WATERS OF U.S.
- EXISTING LOCAL ROADWAY PAVEMENT
- IMPROVED LOCAL ROADWAY PAVEMENT
- EXISTING INTERSTATE
- IMPROVED INTERSTATE
- CULTURAL RESOURCES

SCALE OF MAP
SCALE OF METERS
0 100 200 300

Delaware Department of Transportation

**I-95 / 981 INTERCHANGE / TURNPIKE
MAINLINE PROJECT**

**I-95 / 981 INTERCHANGE
SHEET 4**

SR1 INTERCHANGE
SHEET 4

MAY 2005

CULTURAL RESOURCES

1. LIMITS OF ARCHEOLOGICAL SITES ARE APPROXIMATE

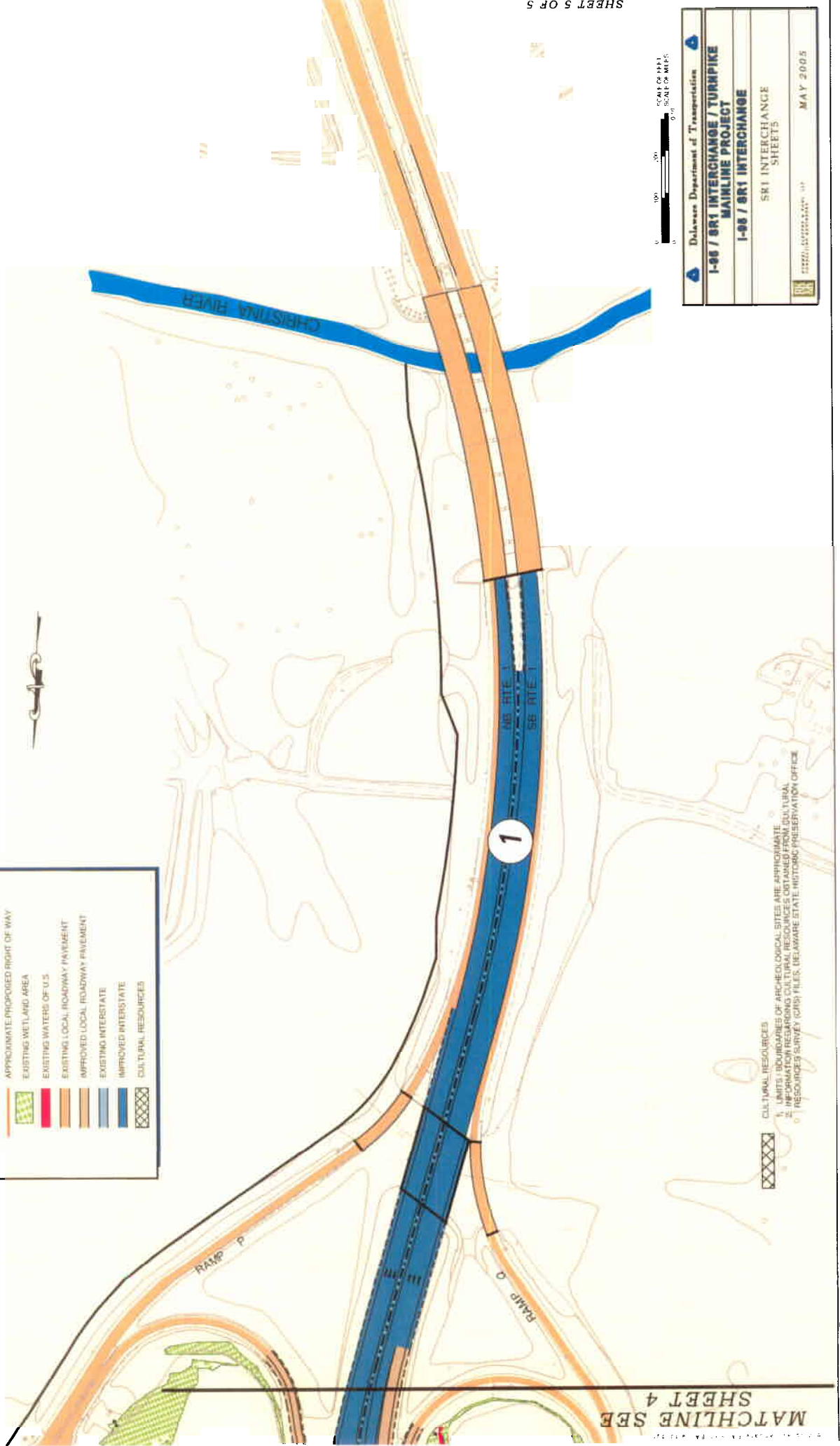
2. INFORMATION REGARDING CULTURAL RESOURCES OBTAINED FROM CULTURAL RESOURCES SURVEY (CRS) FILES, DELAWARE STATE HISTORIC PRESERVATION OFFICE

E-14

TO SR 273

PLAN LEGEND

---	APPROXIMATE EXISTING RIGHT OF WAY
---	PROPOSED MEDIAN BARRIER OR WALL
---	APPROXIMATE PROPOSED RIGHT OF WAY
	EXISTING WETLAND AREA
	EXISTING WATERS OF U.S.
	EXISTING LOCAL ROADWAY PAVEMENT
	APPROVED LOCAL ROADWAY PAVEMENT
	EXISTING INTERSTATE
	IMPROVED INTERSTATE
	CULTURAL RESOURCES



MATCHLINE SEE
SHEET 4



SCALE OF HPI
SCALE OF MILES

Delaware Department of Transportation

I-96 / SR1 INTERCHANGE / TURNPIKE
MAINLINE PROJECT

I-96 / SR1 INTERCHANGE
SHEETS

DESIGNED BY: [unintelligible] DATE: MAY 2005

CULTURAL RESOURCES
1. LIMITS / BOUNDARIES OF ARCHEOLOGICAL SITES ARE APPROXIMATE
2. INFORMATION REGARDING CULTURAL RESOURCES ON HAND AND IN TURNPIKE
3. RESOURCES SURVEY (OR) FILED, DELAWARE STATE HISTORIC PRESERVATION OFFICE

E-15



DELAWARE TURNPIKE PROJECT

Mitigation Concept
Proposed Site
(Cathcart Property)

May 2006



WETLAND TYPE	DESCRIPTION	AREA	ELEVATION TO EXISTING GRADE	PLANTING SPECIFICATIONS
W1	CUT SLOPES		3.5' UP TO EXISTING GRADE	ALL SLOPES ARE 3:1 AREA SEEDED WITH RYE GRASS AND OTHER UPRAND GRADES PLANTED WITH GREEN ASH, RED MAPLE, AND PINE LOGS.
W2	FORESTED WETLAND	1.56	3.0' TO 4.0'	MUCH OF THE AREA INUNDATED BY SPRING HIGH TIDE AREA SEEDED WITH SANDWICH GRASS AND PLANTED WITH GREEN ASH, RED MAPLE, AND BOX ELDER.
W3	TOTAL SPUR WETLAND	0.11	3.2' TO 3.5'	LOWER PORTION OF AREA INUNDATED BY MEAN HIGH TIDE AREA SEEDED WITH SANDWICH GRASS AND PLANTED WITH ALDER.
W4	CREATED EMERGENT TIDAL MARSH	0.74	3.0'	AREA INUNDATED AT MEAN HIGH TIDE WITH SANDWICH GRASS AND PLANTED WITH ARROW WOOD, PROCKWELL, LEAVES TIE, AND MARSH HEBECULE.
W5	WETLAND ENHANCEMENT OF EXISTING TIDAL MARSH	0.85 ACRES	3.5'	SEE NOTES FOR CREATED EMERGENT MARSH
W6	TOTAL OPEN WATER	0.1 ACRES	-0.0' TO 3.5'	

ADDITIONAL NOTES

TOTAL RANGE IS APPROXIMATELY 1.5'
MEAN HIGH WATER ELEVATION = 4.7'
MEAN LOW WATER ELEVATION = -0.8'

